

STAT

Page Denied

STAT

CONSTRUCTION OF RIVER BRIDGES IN CHINA
AND DEVELOPMENTS ON PAO-CH'ENG RR LINE

CONSTRUCTION STARTED ON YANGTZE RIVER BRIDGE AT HANKOW -- Tientsin, Ta Kung Pao,
 23 Dec 53

Wuhan, 22 December (Hsin-hau She) -- On 27 November 1953, after a long period of study and preparatory planning, work was started on the construction of a bridge to span the Han Chiang between Han-yang and Hankow. This project includes the construction of the bridge itself and the rail connections between it and (1) the tracks of the Peiping-Hankow railway line at the Hankow station, and (2) the Han-yang railway station which is to be built on the bank of the Yangtze River, at the foot of Kuei Shan, [where the north end of the great Yangtze River bridge is to be located]. Thus, after the completion of construction of the Han River bridge and of the Yangtze River bridge, plans for which are now being energetically prepared, the connection of the Peiping-Hankow and Canton-Hankow railway lines will be effected; and the three sections of Wuhan, namely, Hankow, Han-yang, and Wu-ch'ang, will have direct connections by bridge.

According to present plans, the Han Chiang bridge is to be completed before the formal start on construction work on the main bridge across the Yangtze, thus facilitating the movement of heavy equipment and great quantities of materials to the site of the north end of the main bridge. The work on the smaller Han Chiang bridge will afford valuable experience and training for a large number of skilled workers for the larger project which is to follow. Heretofore, the only means of travel between Hankow and Han-yang has been by boats whose operations were frequently interrupted by storms and high water. Han-yang which has been an old backward city will soon become a busy and prosperous city.

The current of the Han Chiang at Han-yang is swift and deep; the period of low water is short; and the river bottom is of shifting sand. Consequently, hollow reinforced concrete piles, from 24 to 32 meters long, will be required for the pier foundations, and from beginning to end it will be necessary to use mechanical methods and equipment as far as possible.

At present, a working force of several hundred men has been assembled at the Hankow work site and they are now working on the bridge foundations. The fill earth which is needed is being brought in by the Peiping-Hankow railway on special trains at the rate of 10 million [sic] fang per day (1 fang is 100 cubic feet) from a borrowing pit about 20 kilometers away. Tall and powerful pile drivers equipped with water jets are already in operation. Within the past few days a number of monstrous floating cranes and large hulks have been brought to Hankow from Shanghai and elsewhere. Soon some 50-meter long derrick booms will be erected on the river bank to handle heavy equipment. High-voltage electric wires and flood lights are being installed. High-pressure water pumps, automatic cement mixers and other pieces of mechanical equipment are being assembled. Shortly, the bridge engineering team which has built the Hsiang Chiang bridge, consisting of some professors and students of the Southwest Civil Engineering College, will arrive on the scene to take part in the under-water engineering construction. It is planned to finish the under-water work before the high water of the summer of 1954.

Hong Kong, Ta Kung Pao, 21 Feb 1954

Peiping, 20 February -- The concrete workshop of the Feng-t'ai Bridge Works has completed one day ahead of the target date the manufacture of the hollow reinforced concrete piles for the foundations of the bridge across the Han Chiang at Hankow. February is the month of low water in the Yangtze River, hence the

STAT

STAT

piles for the Han Chiang bridge must be driven during this month and the piers built upon these foundations, in order to comply with the timetable for construction of this bridge. Realizing the significance of these piles, all the workmen in the shop devoted themselves with great energy to this job and surpassed all previous production quotas.

Hong Kong, Ta Kung Pao, 25 Feb 54

Wuhan, 21 February (Hsin-hus She) -- Work has commenced on the technical designs for the great Yangtze River Bridge at Hankow. This includes designs for the foundations, piers, and steel superstructure of the main bridge, the approaches at either end, and the track connections with the Peiping-Hankow and Canton-Hankow railway lines. The designs for the bridge superstructure will be practically finished this year (1954); and the designs for the other parts will be completed in time for the commencement of actual construction in 1955.

For the prosecution of this immense and difficult undertaking, the Ministry of Railways has established in Wuhan an engineering office which will be in charge solely of the operational planning, design, and direction of construction of the project. Some 30 of the ablest men skilled in bridge design and experienced in construction have been assigned to this office. Among them are men who worked on the Ch'ien-t'ang Chiang bridge near Hangchow, and on the repair of the Yellow River bridge near Cheng-chou. This office will also have the guidance and definite assistance of a number of bridge experts from the Soviet Union.

WORK BEGUN ON TWO CHIA-LING CHIANG BRIDGES -- Hong Kong, Ta Kung Pao, 21 Feb 54

Ch'eng-tu, 25 February (Chung-kuo Hsin-wen) -- Excavation has begun on the foundations for Bridge No 1 and Bridge No 2 over the Chia-ling Chiang near Kuang-yuan, Szechwan. These are the last and the largest projects on the southern section of the Pao-chi-Ch'eng-tu railway line. A competent work crew is assembled by drawing some of the best cadres and skilled workers from among the men who have been working on other bridge projects on this line. Moreover, some of the best of these men have been sent to Hankow to learn as much as possible regarding techniques from the work now in progress on the Han Chiang bridge.

DEVELOPMENT ON PAO-CH'ENG RAILWAY -- Peiping, Jen-min Jih-pao, 14 Jan 54

Stepped up preparations for the early beginning of construction on the northern section of the Pao-Ch'eng railway include the following items:

Plans have been completed covering the scope of work for the first quarter of 1954, the organization of the working force, and the transportation of supplies and materials. The collection of ballast rock is already going on. Telephone wires and instruments are being installed to connect Pao-chi with work sites in the Ch'in-ling Shan section. Excavating equipment of various types and in large quantities, including crawler-mounted cranes, from different parts of the country are being assembled at Pao-chi or at work sites in the mountains. Materials for the building of barracks have been delivered to a convenient point near the location of the tunnel. This section of the line will include such difficult projects as the 2,300-meter-long tunnel under the summit of the pass through the Ch'in-ling Shan, and the 320-meter-long bridge across the Wei Ho near Pao-chi.

More than 20 skilled surveyors and engineers experienced in field work have been added to the planning staff of the line to expedite the early completion of operational plans and budgets so that active construction may be started according to schedule.

STAT

HSIANG CHIANG RR BRIDGE IS COMPLETED -- Peiping, Jen-min Jih-pao, 14 Jan 54

It is reported that on 7 January 1954 the steel railway bridge across the Hsiang Chiang at Hsiang-t'an, Hunan, was finished. The bridge is 780 meters long. The trusses, requiring over 3,000 tons of structural steel, were supplied by the Shan-hai-kuan Railway Bridge Works.

With the building of this bridge, trains from Chu-chou, on the Canton-Hankow railway line, will be able to cross the Hsiang Chiang by a branch line directly to the rapidly growing industrial city of Hsiang-t'an, and thus link the Canton-Hankow railway with the projected Hunan-Kweichow railway line.

SHA-CH'ENG--FENG-T'AI TUNNELS -- Peiping, Jen-min Jih-pao, 1 Jan 54

An army railway corps officer in a letter of New Year's greeting to Chairman Mao Tse-tung, stated that Tunnel No 9 on the Sha-ch'eng--Feng-t'ai railway is now passable for locomotives and work trains. The letter also stated that Tunnel No 17 on the same line, when finished, will be over 2,400 meters long.

- E N D -

STAT